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THE CIRCUS HISTORICAL SOCIETY

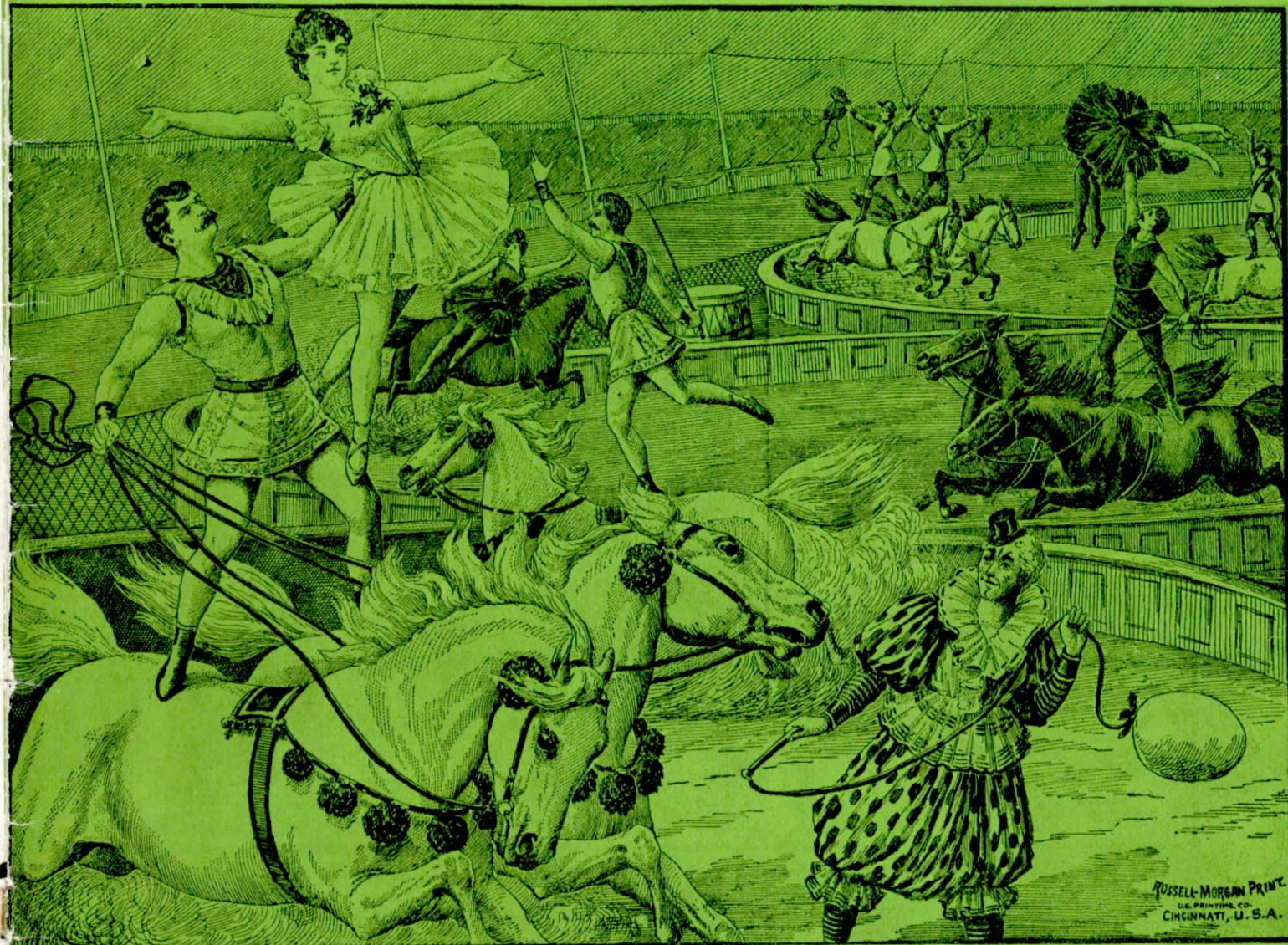
BANDWAGON

VOLUME 3, NUMBER 6

NOVEMBER - DECEMBER, 1959

John & Mable Ringling Museum of Art

Sarasota, Florida



From a Forepaugh & Sells Bros. Herald — 1897

THE CIRCUSIANA MAGAZINE

SEASON'S GREETINGS



*Mills Bros., Oct. 10, 1959
Worthington, Ohio
ANN WAS 21!*

MAY YOU EVER HAVE SUNNY LOTS
LIKE THIS ONE WAS; AND MAY YOU
BE ON MANY SUNNY LOTS IN 1960

*ANN - BOB - AGNES
Dusty Too*

THE THREE KINGS

Circus World Museum To Be Home Of Circus Train

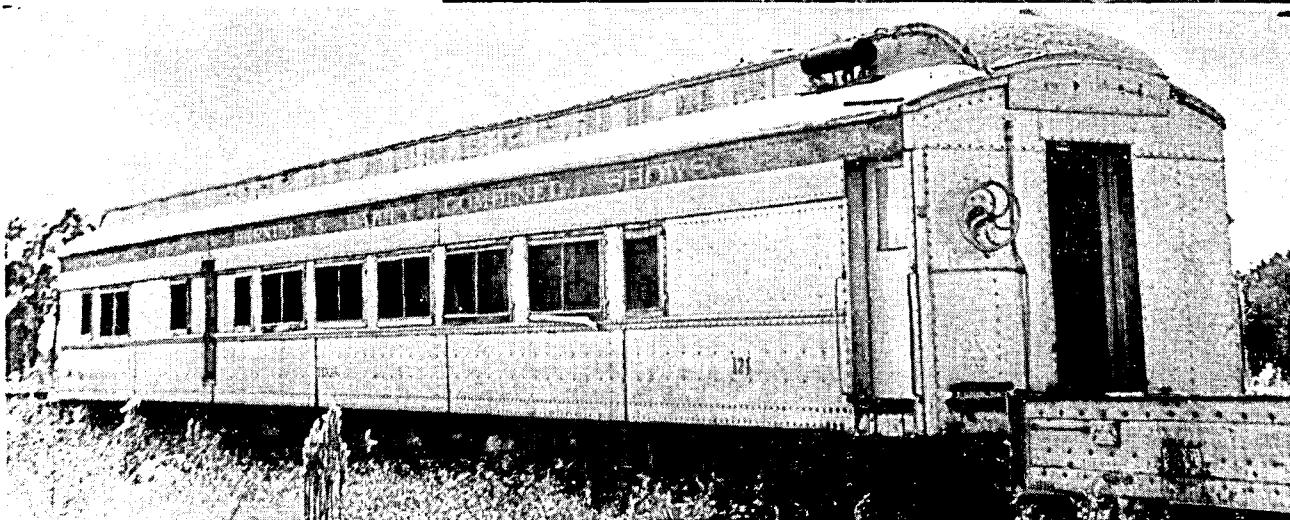
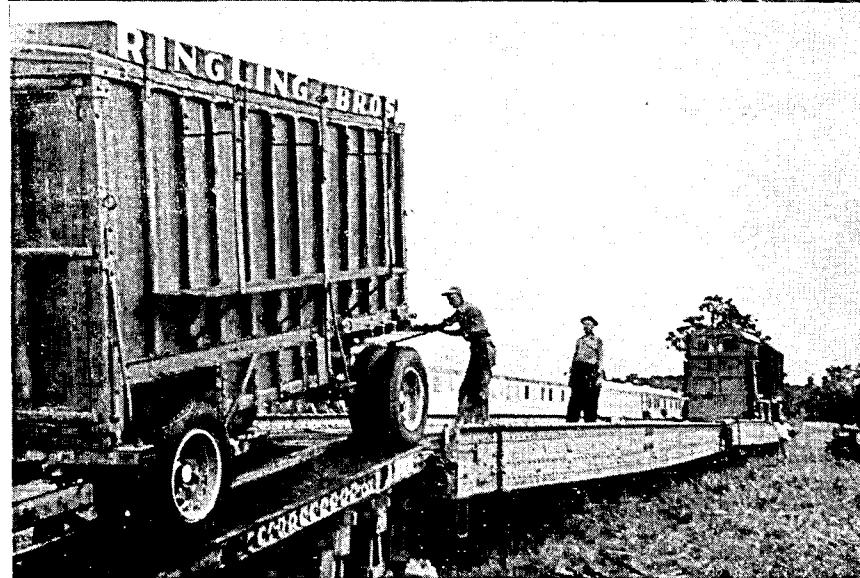
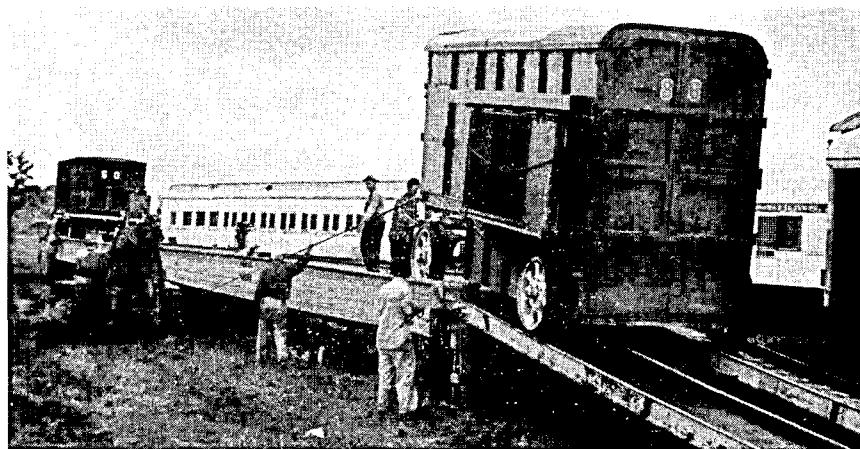
If you happened to have thought you saw two Ringling Barnum flats loaded with wagons together with a sleeper and a stock car in the middle of a freight train passing through your town recently you were not dreaming.

Because a "four car show" did make a trip over railroads between Sarasota, Florida and Baraboo, Wisconsin. The moving of this equipment to the Circus World Museum came as a result of long efforts made by our own CHS Vice-President C. P. "Chappie" Fox. Fox has been negotiating with the Ringling management for a number of months. Late in October he received a phone call from the Ringling office in New York that at once sparked a trip to Sarasota for Chappie and fellow museum board members Tom Parkinson and Deane Adams.

The group found the winter quarters deteriorated badly. They saw equipment standing around rotting and performing horses running loose, apparently on their own. The buildings are no longer in use and the grass and weeds have grown high. Flames were visible from the fires burning unsaleable equipment; they observed an old railroad coach and some wagons burning.

Chappie and Tom were turned loose to pick out what they wanted for the museum. Fox feels that they selected the choicest of the Ringling wagons that it was possible to get.

Perhaps the most impressive unit is the rail coach TEXAS, originally used by the John Robinson circus and later by the Al G. Barnes-Sells-Floto show. It came to Sarasota with the Barnes show in its final year of 1938. Over the years the car has been used as a bill car, laundry car and as a hospital car. Dur-



Photos by C. P. Fox—From Wis. Hist. Soc.

ing the early 1940's it was named the Florence Nightingale. It was used as a laundry in later years up until the show went off rails in 1956.

Flat cars No. 355 and No. 235 were built for the show in 1929 when the show scrapped its old wooden flats. They are of the Warren type. One is equipped with runs and it is hoped that a display can be arranged in Baraboo with unloading in progress. The Stock car is No. 349 and was used to carry horses.

While in Sarasota Tom and Chappie helped load the wagons on the flat cars. Supervising the operation Lloyd Morgan and trainmaster P. J. McLain of the Ringling show. Bill Perry, who is in charge of the winter quarters and the selling of equipment was on hand also.

Searching for the best wagons on the grounds was like a treasure hunt, Fox said. In high weeds they found wagon No. 87, originally a seal den, with tank. However when last used in 1956 the tank had been boarded over and three compartments were constructed to carry a tapir, reedbuck and eland.

In an abandoned ring barn No. 137 wagon was found. This one is 17 feet long and is fitted with closets and compartments for harnesses and other equipment for horses. This one came from the Barnes show.

The elephant kraal yielded No. 12, used to carry equipment for the elephants like spec blankets and chains. In the ring barn they also found No. 86 a giraffe wagon. Of the three that were on the show this was the prize. One had been burned and another was badly rotted.

Other wagons chosen for the trip to Baraboo were concession department wagon No. 48; baggage wagon No. 102 and No. 60 which carried programs, tickets, turnstiles and other front door equipment.

The final wagon, No. 108, is a double stake driver. The group is very representative and will make a fine display.

The wagons will not make the trip empty. Fox and Parkinson scoured the winter quarters and loaded the wagons with all types of material. They even found a few carved skyboards. Elephant robes and lithographs as well as a sprinkling of uniforms and costumes made the trip.

With the acquisition of this equipment it will be possible for the museum to display a real old time circus train. There has not been a circus train on the road since 1956 and the move from Sarasota to Baraboo probably will be the last circus flats and stock car to move over the rails in America.

"THE CIRCUS PARADE" HAS PERMANENT HOME

Roy Arnold has sold his nationally-known exhibit "The Circus Parade" to the Shelburne Museum, Inc. in Shelburne, Vermont.

The Museum, which covers more than thirty acres, is an exclusive, charitable, educational, and non-profit membership corporation dedicated to the preservation of our American Heritage.

Ground has already been broken at the site, and during 1960 a building will be erected for the exclusive exhibit of "The Circus Parade."

The Building will be of horse-shoe shape with a four hundred and sixty-four foot arc. There will be one hundred and eighty feet between its ends. The exhibit will be encased in glass and de-humidified. "The Circus Parade" will be open to the public for the 1961 season. To see the entire Museum required a minimum of several hours and visitors are encouraged to spend an entire day viewing its "collection of collections."

The Museum is open daily from May through October each year. Shelburne, Vermont is on Route 7 about six miles south of Burlington, Vermont.



GREETINGS

AND MANY GOOD WISHES FOR A
HAPPY HOLIDAY SEASON



JOHN "DOC" BOYLE



1934 TRAIN

Pfening Collection

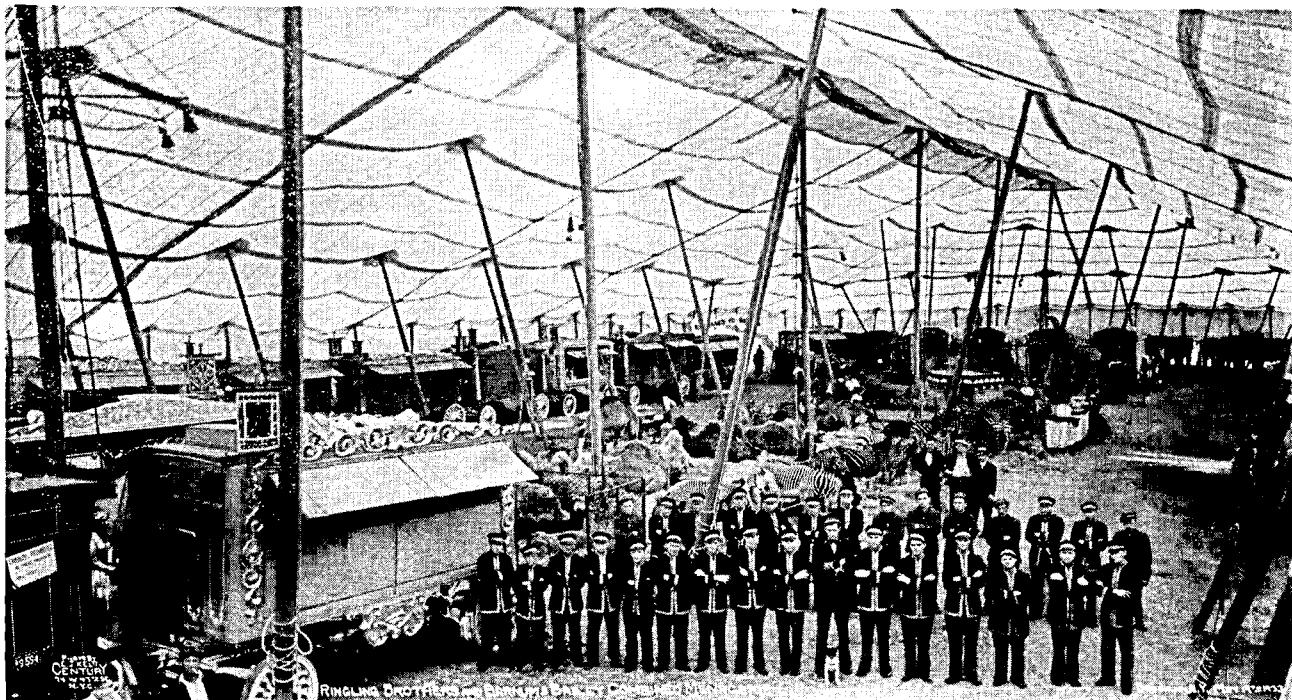
Ringling-Barnum Train Loading Order, 1932

Compiled By
GORDON POTTER

Beginning in 1935 rubber tires began to be used on some wagons, there were more trucks and similar modern touches began to appear. Then in 1939 North began to upset things around the show and modernization crept in to the point where the show lost much of the interest of circus fans. The wagons were changed around and used for different things, new ones were built, numbers changed and so on. But during the 1920's and most of the 1930's the show was in its hey day and tops in interest as far as the fans were concerned.

A 1932 train loading list is printed with this article and the wagons are typical of this period of the shows history, probably the finest baggage wagons ever built for any show and also a first class group of cage wagons. The Big Show was one of the last to abandon 60 foot wooden flat cars but in the late 1920's they took delivery of forty steel 70 foot Warren flat cars. The stock cars had been 72 feet in length for the entire history of the Combined Shows, I believe.

While the show traveled in four sections there were no flat cars on the fourth section. The first section was called the Flying Squadron and carried the



1933 MENAGERIE

Pfening Collection

Another holiday season is upon us following a grand and glorious circus season.

We Wish You A Most Enjoyable Holiday Season

and that it will bring you all the great recordings of circus music by Merle Evans and a wonderful circus season in 1960.

FAYE AND "BEX" BRAATHEN

MADISON, WISCONSIN

On Christmas Eve
in the
**HERTZBERG
CIRCUS COLLECTION**
of the
San Antonio Public Library

Red and Gold letters from
Antique Circus Lithos
will proclaim

VENITE ADOREMUS

GREETINGS

TO ALL MY
BANDWAGON FRIENDS



MRS. WILLIAM WEST
Curator Historical Museum
PERU, INDIANA
"Circus Capital of the World"

layout gang and stake drivers as well as the cookhouse, blacksmith shop and baggage stock tents and equipment, plus the menagerie top and the cages loaded on 15 flat cars. Three cars of baggage stock plus four coaches for the personnel made a total of 22 cars for this section which left town by 11 p.m. as a rule.

The third section flat cars were loaded next and carried wardrobe, props, trunks and the seats. The work of loading the second section flat cars began before all the wagons were on the third section flats. The second section flats carried the side show, most of the concession department and the electrical department as well as big top canvas, poles and rigging. Also ring stock tents, dressing tents and some of the props. When the last of the second section flats were loaded the baggage stock was loaded. Five cars traveled on the second section and three on the third. Coaches on the second section carried the personnel with this section. The second section left town as soon as it was loaded, by about 1 a.m.

The third section carried two stock cars that held what could be called supplies and extras. Last year's big top, some extra tent poles, plus lumber of various sizes to repair wagons, seats and so on. Also some steel for use by the blacksmith shop in making repairs. Additional supplies of stock to be sold by the concession department were carried in these cars as well as some hay, oats and bran used to feed the stock. Coaches on the third section housed personnel traveling with it. The third section left town within an hour after the second section, which was unloaded before the third section, upon reaching tomorrow's town.

The fourth section carried the elephants, which did practically no work as long as the show carried baggage stock. Also the menagerie lead stock, camels, zebras etc. These were loaded as soon as they began tearing down the menagerie which was as soon as the evening performance started. The ring stock also went on the fourth section and went down to the cars soon after the evening performance was over. The fourth section coaches housed the performers, executive staff and others connected with the performance end of the show. The fourth section usually left town within an hour after the third.

During a part of the evening, after the big show performance was over, the second and third section flat cars were being loaded at the same time. So the trainmaster had quite a bit of choice in loading the wagons as they came down to the runs. So one night some of the wagons might be loaded on the second section and the next night they might be loaded on the third section, or vice versa. Important wagons that would be needed as early as possible the next morning were of course loaded on the second section. This would apply in particular to stake and chain wagons, big top pole, rigging and canvas wagons and so on.

Probably all 40 of the flat cars were never loaded exactly the same way twice, as wagons of the same length

could be interchanged and some wagons were even loaded on different sections. But wagons carrying important equipment were always loaded on the proper section. In quite a few cases several wagons were usually loaded together. For example No. 49 almost always followed No. 58, with a 16 foot wagon behind it to fill out the car. Also No. 32 and 33 were practically always loaded on one car and they just filled it. No. 119 and 120 were usually loaded together with a third wagon to fill out the car. The show carried three ticket wagons and one was carried on each of the first three sections as a rule.

Back in the 1920's the show had some Mack and some Pierce-Arrow tractors but by the late 1920's all the latter had been replaced with Macks and as time went on a few more were carried than they had in earlier years. About three of these usually went on the first section and the rest of them on the second.

The No. 125 wagon was built to haul Pawah the White Elephant between the runs and the lot in 1927 when he travelled with the show so that the towners wouldn't get a free look at him. It had a double drop frame similar to a giraffe wagon. In 1928 and for some years afterward it was used for props and trunks. Toward the end of the 1930's it became the No. 109 menagerie trapping wagon, or "meat wagon" as it was popularly called.

In 1928 Goliath the Sea Elephant was featured on the show and he required two wagons. Both had stakes along the sides similar to a jack wagon. No. 151 was 18 feet long and was used to haul Goliath around, for his appearance in the big top and also between the runs and the lot. No. 154 was 16 feet long and had an enclosed portion covering about the front third of the wagon to house a water pump. The open portion behind this carried the canvas tank that was set up in the backyard that Goliath stayed in between performances. The pump was used to empty the tank before it was rolled up and loaded on the wagon. Both these wagons went to the Sells-Floto show when Goliath was a feature on S-F in 1932 for its last season. No. 151 was rebuilt into the Frigidaire polar bear float on Hagenbeck-Wallace in 1934.

While No. 62 was not on the show in 1932 it was a trunk wagon similar to No. 59 and 60 and was used most seasons after that. No. 98 was a 16 foot dog wagon that had been with the show most seasons prior to 1932. Soon after 1932 more illumination was needed for the big top so another light plant was added, No. 126, just like 111 and 112. Another baggage wagon to load an automobile into was needed so No. 140 was added, almost identical to 141.

In the early part of the 1920's when R-B presented cat acts in steel arenas the performing cats were housed in cage wagons kept in the backyard. These were numbered 140 to 150 inclusive and varied in length from 16 to 24 feet. These cage wagons, as well as the two for the sea lions, were loaded on the third section. Incidentally, in those days they

didn't use chutes for the cats to run through on their way to the steel arenas as Clyde Beatty and Terrell Jacobs did in the 1930's. Some seasons cage wagons about 14 feet long pulled by a two horse team were used to bring the cats into the steel arenas. Other seasons smaller cages about 10 feet long and mounted on pneumatic tires were used for this purpose. A large group of prop boys pulled and pushed these wagons in and out of the big top. Some seasons three steel arenas were used, one in each ring, while other seasons four were used, one on each stage.

Originally the three water wagons No. 102, 103 and 104, all had round tanks. About 1930 two new wagons were built with square tanks. Although they were a bit shorter their capacity was greater than the old wagons. These two new wagons were numbered 102 and 104. I believe 1936 was the last season for these tank wagons as a number of Mack tractors were equipped with water tanks by that time so took their place.

If anyone has any information on cages with numbers 68, 72 or 75 in years prior to 1935 the writer would be most interested to hear about them, or about any corrections or additions to this list or these remarks.

Even though there have been no circus wagons in actual use anywhere in the country for several years now, there are a few in museums at various locations. It is doubtful if we will ever have a flat car type circus on the road again. "Gone, but not forgotten" would apply here. A circus wagon is one of the finest things ever built by man and they live on in the photo collections and in the memories of all circus fans who were fortunate enough to see them, back in the "good old days."

TRAIN LOADING LIST FOR 1932

First Section

Stock Cars No. 10, 11, 12 Baggage Stock
Flat Cars - Baggage Cut

109

12	Baggage stock trapping wagon	-----	18'
105	Layout wagon	-----	16'
107	Stake driver	-----	12'
136	Mack tractor	-----	

110

6	Commissary wagon	-----	20'
46	Concession dept. wagon	-----	16'
108	Stake driver	-----	12'
2	Steam boiler wagon	-----	16'

111

7	Cookhouse baggage wagon, meat	-----	18'
10	Baggage stock canvas wagon	-----	20'6"
102	Water wagon	-----	11'
9	Blacksmith shop wagon	-----	18'

112

11	Baggage stock pole & rigging wagon	-----	20'
	Station wagon (auto)	-----	
128	Mack tractor	-----	
5	Cookhouse baggage wagon, dishes, etc.	-----	18'

(Continued to Page 25)

SEASON'S
GREETINGS



"DOC" BROGA
The Circus Chiropractor
ELMIRA, N. Y.

Happy Holidays

*... and Greetings
to You All*



FRANK WHITBECK

TO OUR MANY FRIENDS:

THE DIRECTOR, CURATOR, AND STAFF OF THE
CIRCUS HALL OF FAME

JOIN IN SENDING CHRISTMAS GREETINGS
AND INVITE YOU TO BE OUR GUESTS

THE NEXT TIME YOU VISIT

SARASOTA



This interesting photo shows Pop Smith's Band on the Norris & Rowe show in 1905. The wagon was "lost" after the demise of Norris & Rowe until it showed up on Harley Sadler's Bailey Bros. circus in 1935. Together with other Gentry cages from Bailey it went to Frank Walters in Houston, Texas. In 1954 Clyde Beatty used the Walters equipment for a parade. The old Norris & Rowe wagon sometimes

called the Great Wallace bandwagon, was fitted with rubber tires by Perry Luth for use by the Beatty show. The parade equipment was abandoned in mid-season of 1954 and the parade equipment was returned to Demming, New Mexico. The wagon remained there and was destroyed by fire a year or so ago.

Pfening Collection Photo

The Greater Norris & Rowe Show

By
BOB TABER

monkeys; a minstrel first part in which 30 dogs take part." The date was March 14.

Enlarged it returned under the same title March 4, 1899. The papers said the street parade was a creditable one with Fargo the baby elephant monopolizing the attention of both old and young. "The pretty little vehicles offered a free ride for many home boys" it continued.

In 1901 it was termed the Norris & Rowe Trained Animal Show. Just where Rowe came from I have never been able to ascertain. I doubt he was any relation of Andrew S. Rowe, proprietor of the Rowe Pioneer circus of gold rush days of the 50's in California.

That year the show featured the monkey fire department. These simians with their miniature fire fighting equipment

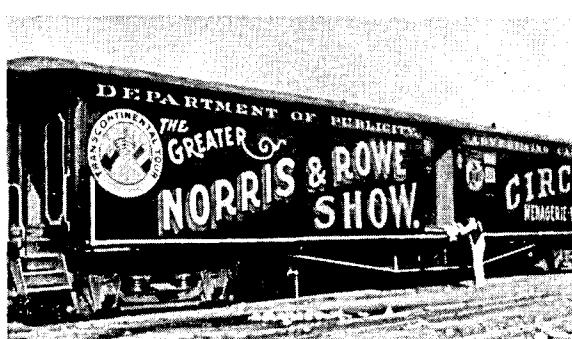
came dashing into the tent in vehicles drawn by ponies. Another number was the Society coach. In this little buggy rode a big dog and his family. When the party reached the center of the tent one wheel always came off. A big baboon got out and replaced the wheel. The prices were 15¢ and 25¢. Snowflake was advertised as the handsomest and only pure white Shetland pony in all the world.

Bill Tait had the band in '01 and the show traveled on 3 cars, one being a new 60 foot flat.

Dan Marcks, whose father was an ardent circus collector, believes the show was a five car outfit when it played Pittsfield, Mass. August 12, 1902. Chic Newton was the band leader.

He has an old throwout inherited from his father. On this the Norris & Rowe Big Shows is described as "Positively the greatest congress of genuine novelties in the world." This is of yellow paper printed both sides in black ink. It was termed "The bright particular exhibition all try to imitate, prices 15¢ and 25¢; performances at 2 and 8 p.m." Snowflake was still featured.

Bill Woodcock, the circus historian, tells me he believes the Cozag dog and pony show that has been reported on was a Norris & Rowe show No. 2. It was a two car show that played mostly in Northern California, Oregon and Washington. It never reached my part of the country, Southern California.



GREETINGS

from

C. C. DAY

OMAHA

also

Nebraska's Own Shows

KIT CARSON

CAMPBELL BROS.

F. J. TAYLOR'S

SEASON'S GREETINGS

To All C. H. S. Members
and Circus Personnel
Everywhere



NORMAN SENHAUSER
KARL W. O. RUNSER
ROBERT SENHAUSER

Holiday Greetings

TO OUR FRIENDS
EVERYWHERE



You're Always Welcome

THE ATWELL LUNCHEON CLUB

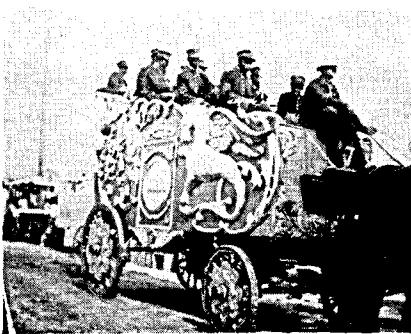
At Noon—Monday through Friday
Toffenetti's, Clark and Randolph,
Chicago

A Merry Christmas
and a
Happy New Year

To all my fellow members,
Circus personnel,
and friends everywhere.

BILL VAN WINKLE

C.H.S. No. 639
MORTON, ILLINOIS



Charlie Puck Photo

Winterquarters of the Norris Bros. circus in winter of 1900-1901 was at Oakland, California. After that most of the winters were spent at Santa Cruz, California. Old timers remember the show, not exactly the title. A few years ago when the Clyde Beatty circus was playing in that area some asked us, "Is this the show that stopped in Santa Cruz years ago?"

In 1902 two similar shows were enroute, Gentry Bros. and Norris & Rowe, both dog and pony shows. The two clashed at Helena, Montana. The western show felt that the eastern outfit was invading its territory.

It had commenced to emerge from the dog and pony class in 1904. When it played Fort Dodge, Iowa, August 16 it was advertised as the Norris & Rowe two ring circus with elevated stage and hippodrome track. It was then prosperous claiming to have a big double menagerie. There were promised performing animals of all kinds, 20 clowns and 100 startling acts.

It had added a few more railroad cars. It encountered a wreck in early Spring in the mountains of California. This was caused by a snowslide as the show was enroute from Marysville, to Reno, Nev.

That was the year Prince Mungo, sometimes billed as South Sea Joe, arrived. He was advertised to present his Torture Dance. This was given in the side show. He was a feature around there for years on the show lot and in the parade. He was killed while on the Sparks show.

Oscar Landmesser, an old timer now living in Pomona, California, was with

Charlie Puck Photo



November-December, 1959

it about that time. He recalls how at La Crosse, Wis. a camel would not cross a bridge. The keeper threw a sack over the animal's head and it walked over without any objection. On another occasion a big colored boy was hanging sidewall. He looked down to see a lion loose at his feet. He grabbed a piece of canvas threw it over Mr. Lion, who was quickly caught.

The Norris & Rowe show pioneered that route used by all later western shows. It would get an early March opening in California, head up the Pacific Coast into Canada working its way East to re-enter the United States in August or September. Then head south and west to close in California late in the Fall.

In 1905 it opened near San Francisco in March. Routes in old Billboards show that September dates were Austin, Minn., 20; Hampton, Ia., 21; Oelwin, 22; West Union, 23; Independence, 25; Vinton, 26; Tipton, 27; Washington, 28; Seymour, 29; Gallatin, Mo., 30; Queretaro, Mexico, Oct. 25; Pachuca, 26; Mexico City, Oct. 28-Nov. 5.

Among the advance crew were Josh Billings, Joseph Eble, both later well known circus men; J. C. Stuart was local contractor.

When a date was filled at Brantford, Canada, August 4, 1905 it was advertised as "Norris & Rowe's New Big shows. The Pride of the West" "The great tented amusement that fulfills every promise. A multitude of new features never before presented in America."

The bareback riders were said to include Rose Dockrill, Estelle Settler, Mille Julian, George Holland, Austin King, Wm. Dutton, H. Joe Lyons, Herbert Rumley.

Acrobats, gymnasts and mid-air performers; seven marvelous Belfords; Melotte, La Nole & Melotte; Flying Victorellas; Daring Aerial Weavers; Five Flying Banbards; Famous Gariner Family; Graceful McDonald trio; Six Sugimoto Japanese. Animal acts were to include a herd of elephants, congress of seals, dromedaries broke to harness, trained pelicans and pigs; 20 jolly jesters headed by "Cheerful" Jim West; Happy Bill La Rue; The Grotesque Olipans; Tote Duckrow.

A grand and glittering parade was scheduled for 10:30. Prices had been changed to 25¢ and 50¢; one ticket to everything.

D. C. "Pop" Smith was the bandleader.

Billboard of Sept. 25 tells of Wm. La Rue closing at Stratford, Canada to join the Otto Floto show nearby.

During these years the circus was prosperous, growing fast. The Beggs Wagon Works of Kansas City built some old type tableau wagons and cage vehicles. Photos of these are rare collectors' items today.

It was about this period or a year previous that Walter Shannon arrived to assume charge of the concessions and side show. He was to play an important part in the operation of the circus a few years later. He made a strong opening and turned the crowds to see the untameable lion act in the side show.

I can see and almost hear him today as he stood on the bally stand.

In the side show about that time I remember were Lentini, the three legged man, later to become nationally famous and Laloo, who had a female appendage growing out of his chest.

The latter was killed in Old Mexico in 1906 when the circus suffered a serious wreck. It really never did fully recover from that.

Bill Russkamp of Cape Girardeau, Mo., says it played his town. He doesn't remember the year. Must have been 1904 or '05. He recollects it was a good show. There were some games in the side show.

That was about the time they advertised the Indian, Ros Indicus in menagerie with "every act a feature and every feature new."

Although the show for years was strong on dogs it never had a dog wagon. These performers were transported in compartments built in one end of a coach. It was a noisy bunch of animals barking as the cars stood on a side track on arrival. Good advertising. They were added to the lead stock to give more publicity as they traversed the route to the lot.

In 1906 when it exhibited at Ft. Smith, Ark., Sept. 12, it was termed The Greater Norris & Rowe Circus.

On the bill there would be 22 famous equestriennes, seven Russian Cossacks, 11 Arabian tumblers, a complete Japanese circus. Edna Maretta, a somersault rider and Austin King, famous jockey and hurricane rider, got top billing. Mr. King was to gain fame later on the Al G. Barnes show as a horse trainer. He came from Corte Madera, California. Others advertised were The Marvelous Pickards, aerialists supreme, the Celebrated Stirk family of cyclists, the Le Fleur family of 10 ladies of faultless form in classic poses on a revolving table.

The show claimed to have three elephants, two llamas and the bos indicus, whatever that was.

The opening was at Santa Cruz, Calif., March 10, 1906. The route was the usual one. At Jerseyville, Illinois they advertised 42 cars, August 30. The show entered Old Mexico at Nuevo Laredo, October 11, played Mexico City Dec. 3, for a week. They returned to the United States at El Paso, Dec. 29. Enroute home one date was San Bernardino, Calif., Jan. 8, 1907. It was a long season over into two years.

In 1906 their bad wreck occurred in Mexico. The show never returned there for many stands.

The 1907 season began at Santa Cruz, Calif., March 30. The Sells-Floto circus, then in its second season, was in quarters at Venice, Calif. The Norris & Rowe show did not come to Southern California consequently. It made a quick trip North into Canada, picking up some dates in Southern California when it came back in the fall.

The show entered Canada at New Westminster, British Columbia, June 14. It was in Canada all summer except for two weeks in August when it was in Minnesota, Wisconsin and Michigan. It

HOLIDAY GREETINGS

To the members of the Circus Historical Society



“THE CIRCUS PARADE”

NOTE: “The Circus Parade” has been sold to The Shelburne Museum in Shelburne, Vermont. A building will be erected in 1960 exclusively for the exhibit and it will be opened to the public in 1961.

ROY F. ARNOLD

GREETINGS

from

WEBB'S DRUGS

Route 127

Under the Clock in
CAMDEN, OHIO

*A
Merry Christmas
to
Everyone*

C. P. FOX

returned to the United States at Port Hope, Ontario, Sept. 28, closed at Santa Cruz, November 28.

At Barron, Wisconsin, August 5, they promised over 100 circus champions, the Stirk family of cyclists and roller skaters.

The show had a serious wreck near Saskatoon, Canada, where it was billed for July 3, 1906.

Evidently the management was feeling a financial pinch in the Spring of 1908.

Practically all newspaper display ads were the same as the year previous. No new acts were mentioned.

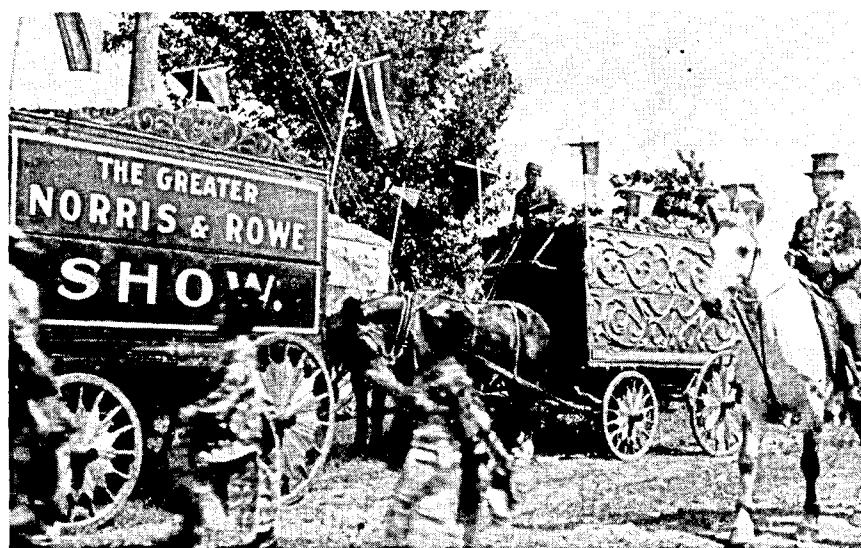
The show gave 44 performances in San Francisco between Jan 11 and February 2. The regular season under canvas started at Santa Cruz, March 18.

Another hurried trip into the Northwest, took three weeks in Canada, coming out at Virginia, Minn., August 6. Thence west across North Dakota, Montana into Idaho, south across Colorado into Texas, then New Mexico and Arizona. The show crossed into Old Mexico for Cananea, October 16; Hermosillo, 18; Guaymas, 19. The closing stand was Salinas, Calif., Nov. 7. It had exhibited in 22 states and Mexico.

Prof. Betz had the band. Charley Haley, an old timer was with it. Mickey Feeley, the clown was also around. Harry Phillips did a Roman standing race and sold balloons and whips for Walter Shannon.

There had been friction for some seasons between wives of the two partners. By 1909 C. I. Norris was out of it. Walter Shannon had purchased his interest.

In February western newspapers carried stories to the effect that H. S. Rowe of the Norris & Rowe circus had, during the Alaskan gold rush, grubstaked a prospector. That individual had struck it rich in them thar hills. He had come to the financial aid of the show and it would be on the road in 1909. No doubt



J. W. Beggs Photo

that prospector with the gold was Walter Shannon.

This was the first circus in the memory of the writer to appear under the auspices of any lodge in Southern California.

It opened at Santa Cruz, March 11, playing Los Angeles 16-20. The Riverside date was under the Elks on the 25th.

The local evening paper said "Local members of the Elks lodge that brought the show here, were very conspicuous riding the animals and driving and riding on the beautiful wagons in the parade this morning. The crowd was big this afternoon and a larger crowd is anticipated tonight."

The show took its usual route up the Coast. The Sells-Floto show was a month behind with Wait paper up.

In Marshfield, Wisconsin, July 6 advance publicity promised a wealth of marvelous sensations, including Congo, greatest mountain of flesh, down to Baby Prince. The leaping tournament had been revived. "Men of the East as well as the West have been engaged."

One story said, "There will be held in Marshfield a contest between the acrobats such as the Banvards, La Verne and Lemayne troupes. The audience will select the winner. The prize will be a purse of gold and a diamond medal. These will go to the individuals with the most grace, skill and daring."

Walter Shannon had an ad in the Billboard for a lady bag puncher, a sister team and other outstanding acts and curiosities.

During the last full season the show was out 33 weeks and one day. It went as far East as New Brunswick, Canada, re-entering the United States at Huntington, Indiana. A bad blow hit the show at Princeton, Indiana, October 22 doing considerable damage to the property and injuring several.

It closed suddenly at Booneville, Oct. 28. Three towns were blown.

Chris Zeitz had come to the show from the Otto Floto outfit. He was in charge of elephants at quarters that winter.

Several died, including Fargo, Bill Woodcock remembers.

There was no money in the red wagon for repairs that winter. Everything was in a run-down condition when the opening date was set for Evansville, April 15 and 16, 1910. No paint had been used.

C. E. Duble was with it in the band. Charlie Tinney was bandmaster with 22 real circus musicians.

Mr. Duble recalls the flats were the old 60 foot wooden type. They sagged with the weight of the heavy wagons. There was a new side show tent and banners. The rest was old. Mr. Duble says it made quite a spread. He remembers that Herbert Maddy was press agent on the show. He believes that Stick Davenport was equestrian director. Jack Albion was head clown.

Bad luck, poor weather, a shooting when the wardrobe mistress shot a townie for looking under the women's dressing tent, lack of money to move the show plagued the management.

The end came at Newport, Kentucky, May 9 when a printing concern to which the show owed money for advertising matter foreclosed. Everything was loaded and shipped to Ben Wallace's quarters at Peru.

Bill Woodcock says that the first sale announced for June 11 did not take

Charlie Puck Photo



CATALOG OF
The Greater...
Norris & Rowe
Circus
WHICH WILL BE SOLD
IN LOTS
AT
Peru, Indiana, June 11, 1910

By Order of the United States Court

THE PERU TRUST COMPANY
Receiver in Bankruptcy
Peru, Indiana

Attorneys:
COX & ANDREWS
Peru, Indiana
H. J. PECKENPAUGH
Evansville, Ind.

Auctioneers:
L. A. SHIVELY
Peru, Indiana
G. M. ISENHOUR
Martinsville, Ind.

place. It was on the third attempt that Wallace and W. P. Hall alternated in bidding and dividing the property.

Thus went down in history a popular show that grew from a few dogs into a strong and well known railroad show. The Billboard had carried ads in the winters of '05, '06, '07 calling for acts and 20 billposters.

C. I. Norris returned to theaters with an animal act. I saw him on the Foley & Burke carnival in 1915 with a Rhesus monkey show. In 1920 he was on the Al G. Barnes show with Norris' baboons. Bill Woodcock recalls that one of the animals walked down the hippodrome track on a pair of high stilts.

Billy Walsh of Rogers, Arkansas says he was with a California wagon show called Norris & Rowe in 1914. Mr. Rowe was with it. The show was framed at Richmond, California; opened at Pinole and closed soon at Willits. It carried no animals. Its life was so short that western circus fans don't know anything about it.

It seems to me that it was in the early 20's that a truck show termed Norris Bros. went out of Los Angeles. It didn't last long.

According to records H. S. Rowe was assistant manager of the Coop & Lent circus in 1918. Mrs. Rowe had the refreshment privilege.

Mr. Rowe in 1915 was called to assume the management of the Hugo Bros. circus, replacing one of the organizers, Vic Hugo.

Walter Shannon spent his last days at his home on the outskirts of Santa Cruz, California. I visited him there in the mid-30's.

This article has been made possible through the help of Chas. Puck, Don Marcks, Bill Woodcock, C. E. Duble and others to whom I am very appreciative.

The Norris & Rowe circus always presented the public with a good performance from the dog and pony show to a big two ring circus.

Here is a copy of the 1910 program—

Display No. 1—Introductory pageant.

Display No. 2—Charge of the Black Hussars and the Gathering of the Garlands; statuary reproductions of the masters and gladiatorial groupings by the Walton troupe.

Display No. 3—Ring No. 1; Trained elephants by Chas. Zeitz; Stage—trained pigs by Miss Lillian Van Arken.

Display No. 4—Vaulting, long distance jumping, headed by Dan O'Brien; Ring No. 2—Performing Shetland ponies.

Display No. 5—Miss Maude Earl and Miss Amy Albion; trapeze and rings—M'le Ethelred and Miss Eleanore Moore, contortion and rings. M'le Vernette Clark, swinging ladder; Miss Marjorie Albion, Roman rings.

Display No. 6—Ring No. 1—Miss Norma Davenport riding act; Stage—The clowns; Ring No. 2—Miss Bessie Koontz, equestrian act.

Display No. 7—M'le Hortense and Edwin Foster, wire; M'Inotte La Nole trio, wire; Grandall Bros. and dog, acrobats.

Display No. 8—Exhibition of Haute-Ecole in rings and on hippodrome.

Display No. 9—Equilibristic marvels; Ring No. 1—Ejiska and Tots, contortionists; Stage—The Waltons, acrobats; Ring No. 2—Coma and Moss, acrobats.

Display No. 10—Stick Davenport and Norma, equestrian act in ring no. 1; Miss Bessie Koontz and Everett Grandall in ring no. 2.

Display No. 11—Amy and Marjorie Albion, teeth artists and the clowns.

Display No. 12—Equestrian acts, Merritt Belno and Chas. G. Clark. The above Merritt Belno may have been Merritt Belew, who was later noted horse trainer on Christy Bros. and others.

Display No. 13—Baker troupe, bicycle riders.

Display No. 14—Ring No. 1—A. M. Davenport, somersault bareback rider; Stage—Clowns; Ring No. 2—Everett Crandall, somersault rider.

Display No. 15—Hugh Melnotte, balancing; The Imperial Japanese troupe, acrobats; Four Ishekawa Bros., acrobats.

Display No. 16—Howard Melnotte, dancing ladder.

Display No. 17—Captain Schmet's company of Fourteen Zouaves.

Display No. 18—Clowns.

Display No. 19—The Flying Da Comas and the Flying Moores.

Display No. 20—Charles Clark and mule hurdle; Merritt Belno and mule; clowns.

Display No. 21—Hippodrome races.

Mr. Duble remembers that among the attractions in the side show were Chief De Bro, Eskimo midget and wife from Kendallville, Indiana not Alaska, also

the original Barnum's Zip. There was a good colored band and minstrels.

In the menagerie an aeroplane was on exhibition; something new to many.

LAST ROUTE

The route as furnished me for the short 1910 tour follows—

April 15-16	Evansville, Ind.
April 18	Henderson, Ky.
April 20	Paducah, Ky.
April 21	Hopkinsville, Ky.
April 22	Central City, Ky.
April 23	Owensboro, Ky.
April 25-26	Louisville, Ky.
April 28	Danville, Ky.
April 29	Elizabethtown, Ky.
April 30	Georgetown, Ky.
May 2	Lexington, Ky.
May 3	Winchester, Ky.
May 4	Mt. Sterling, Ky.
May 5	Morehead, Ky.
May 6	Ashland, Ky.
May 7	Maysville, Ky.
May 9	Newport, Ky.

It was foreclosed here by a printing concern. It was billed to show the following, but had to cancel.

May 10	Covington, Ky.
May 11	Middleton, Ohio
May 12	Greenville, Ohio
May 13	Sidney, Ohio
May 14	Urbana, Ohio
May 16	Marion, Ohio

NEW MEMBERS

Hayes Ganiard	No. 851
4940 Jefferson Road	
Clarklake, Michigan	

R. H. Bradley	No. 852
13 Waubesa Street	
Madison 4, Wisconsin	

Edward Hollis	No. 853
167 West Mulberry Street	
Salem, Indiana	

Allan Bratton	No. 854
12120 Mitchell Avenue	
Los Angeles, California	

Arthur N. Coleman	No. 855
1739 DePauw Avenue	
New Albany, Indiana	

Charles H. Kenney	No. 856
4533 West 16th Place	
Los Angeles, California	

Chester Ostrowski	No. 857
1832 Alcoa Drive	
Arnold, Pennsylvania	

W. A. Uthmeier	No. 858
Box 48	
Marshfield, Wisconsin	

Earl Schmid	No. 859
622 LaMarido Street	
Pittsburgh 26, Pennsylvania	

Gale C. Frost	No. 860
2225 Hillside Avenue	
St. Paul 8, Minnesota	

REINSTATED

Porter Richard Hemphill	No. 32
El Rancho Hemphill	
2317 Linden Drive	
Hagerstown, Maryland	

Fred Howe	No. 480
420 West 6th Street	
Bloomington, Indiana	

The BANDWAGON

Circus Wagon History File

By Joseph T. Bradbury

Photo No. 1 shows the Gollmar Bros. 4 mirror bandwagon, which is now permanently housed in the Baraboo Museum, and in time should become one of the best known tableau wagons in existence. The photo allegedly was taken on the Gentry-Patterson Circus period 1923-25. Some have noted on one of the baggage wagons in the background what looks to be part of the title of "Patterson's Circus" and suggest perhaps the photo was actually taken a year earlier on Patterson's Big 4 Ring Wild Animal Circus in 1922. I had noticed that also but can give no explanation with exception that it is a possibility. The photo came to me from the late A. Morton Smith who had it identified as Gentry-Patterson.

The 4 mirror bandwagon was built about 1903 for Gollmar probably by Moeller Bros. I would think that most likely it was delivered in time for the 1903 season, the first one on rails for Gollmar Bros. Greatest of American Shows, which was owned and operated by the Gollmar brothers of Baraboo, Wisconsin. All parade photos I have of that show picture this wagon as the No. 1 bandwagon. The Gollmar show, which had begun in 1891 as a mud show, after it went on rails and expanded its territory soon became one of the most successful and best liked medium sized railroad circuses in the Midwest. In 1916,



Joseph T. Bradbury Collection

Photo No. 1—Lead Bandwagon on lot, Gentry Bros.-James Patterson Circus about 1923.

the last season under ownership of the original Gollmar boys, the show traveled on 25 cars which included 2 advance, 6 stocks, 11 flats, and 6 coaches.

Following the 1916 season the show's equipment was sold to James Patterson of Paola, Kansas, who had operated carnivals for a number of years. Patterson also obtained a lease of the Gollmar title.

In 1917 the 4 mirror bandwagon led the parades of the James Patterson-Gollmar Bros. Combined Circus, but the show was out only one season. Following the 1917 season Patterson sold off some of the equipment but kept the greater part of it intact. During the seasons 1918 thru 1921 he used some of the bandwagons and calliopes on his carni-

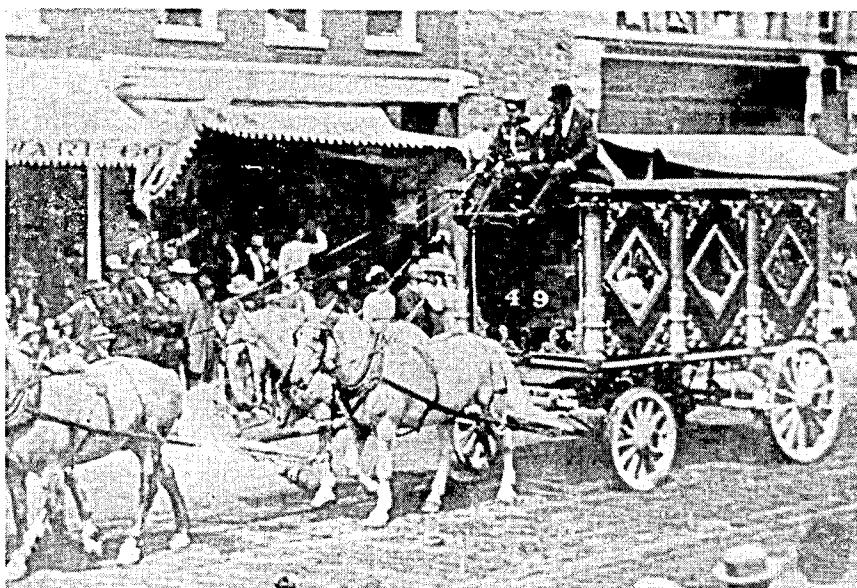
vals for bally purposes. Just recently I saw a photo of the Gollmar 4 mirror bandwagon supposedly taken on Patterson's Carnival in 1921.

In 1922 James Patterson again put a circus on the road, this time under title of Patterson's Big 4 Ring Wild Animal Circus, which traveled on 1 advance, 4 stocks, 9 flats, and 6 coaches, a total of 20 cars. The Gollmar bandwagon again led the Patterson parades.

For the 1923-24-25 seasons the wagon was on the Gentry Bros.-James Patterson Circus. Following the 1925 season the 15 car show was sold to Floyd and Howard King, who had entered the railroad flat car type circus field in 1925 with their Walter L. Main Circus. The King brothers did shuffle some of the equipment of their two shows during the winter of 1925-26 but in 1926 the greater part of the Gentry-Patterson equipment went into the King's new Gentry Bros. Circus which toured on 10 cars, with one advance, 2 stocks, 4 flats, and 3 coaches. The Gollmar bandwagon went out in 1926 on the Gentry Bros. Circus and remained on the King's 10 car show through the 1930 season. The King brothers also operated a 15 car show from 1926 through the 1929 season. In 1926 and 1927 the 10 car show was titled Gentry Bros. Circus. In 1928 it was Walter L. Main Circus, and in 1929 and 1930 it was Cole Bros. Circus.

Cole Bros. went bankrupt August 30, 1930 at Scottsville, Ky. The equipment, including the Gollmar bandwagon, was then acquired by H. C. Ingraham and Bert Rutherford who moved it to Peoria, Ill. The proposed Ingraham and Rutherford Circus never got started and the Venice Transportation Co. of St. Louis took over the equipment to protect their mortgage.

In 1938 George W. Christy purchased the Cole Bros. 1930 equipment and had



P. M. McClintock Collection

Photo No. 2—No. 49, Three Diamond Mirror Tableau Wagon, Gollmar Bros. Circus about 1910.

it shipped to his quarters at South Houston, Texas. The bandwagon as well as the other equipment was repaired and readied for the road. It was rumored that Christy was returning to the road with a rail show, however he never did. For some time he advertised the property for sale as a unit but no buyers took it. Following World War II Christy began selling off the old Cole equipment piece-meal and about 1947 the Gollmar 4 mirror bandwagon was sold to the Sutliff and Case Druggists Association of Peoria, Ill. They completely restored the wagon and kept it in good shape until it was sold to the Baraboo Museum last year. The museum of course has it fixed up very nicely now. It is painted red and gold and has the Gollmar title very fittingly painted on the skyboard.

Photo No. 2 shows the 3 diamond mirror tableau on Gollmar Bros. Greatest of American Shows about 1910. This wagon was also a Gollmar original and was probably built by Moeller Bros. for the show about 1903. It was used on the Gollmar show through the 1916 season and in 1917 was on the James Patterson-Gollmar Bros. Combined Circus. In 1919 this wagon was sold by James Patterson to the Al G. Barnes Circus, along with some equipment and the hippo, "Lotus." The wagon was then used as a tableau wagon on the Barnes show for a number of years and I assume was used on through the 1924 season, which was the final one for parades on that show. In 1928 it was sold to the Studio Rental Service and some years later acquired by Jimmie Woods, who moved it to his place in Venice, Calif. Many fans saw it while at the Woods lot prior to 1951. In 1951 when Woods closed out his lot the wagon was moved with several other old Barnes wagons over to Jimmy Condon's junk yard nearby. A year later those wagons that could be salvaged were done so and were acquired by the Venice Chamber of Commerce. However the old 3 diamond mirror tableau was in such foul shape that it was destroyed.

Photos No. 3 and 4 show the Gollmar Bros. air calliope. This wagon was built for Gollmar Bros. about 1913 by Moeller Bros. of Baraboo. It is quite similar to air calliopes also built by Moeller for Ringling Brothers and Sparks circuses. Evidently all were made from the same general pattern. The air calliope served on the Gollmar Bros. Circus from about



Joseph T. Bradbury Collection

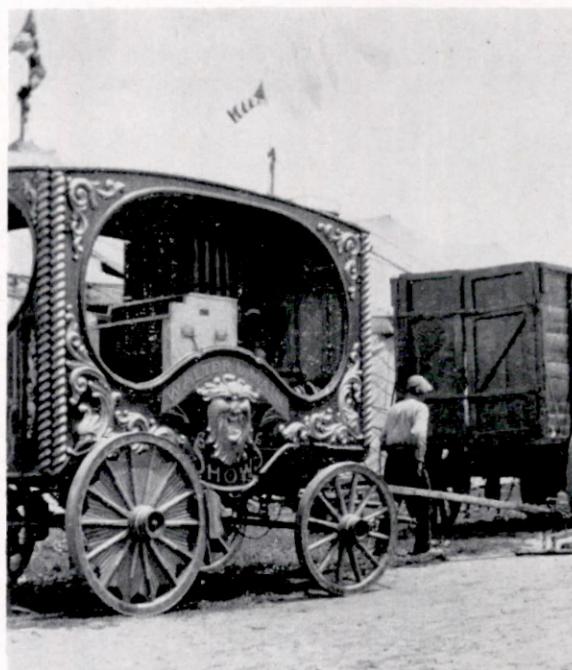
Photo No. 3—Lot Scene Gollmar Bros. Circus about 1915, showing air calliope and 3 diamond mirror tableau.

1913 through the 1916 season, and in 1917 was on the James Patterson-Gollmar Bros. Combined Circus. During the years 1918-21 it was owned by Patterson and it is quite possible it could have been used on one of the Patterson carnivals. This is just a possibility. In those days carnivals frequently used bandwagons and calliopes, both steam and air for bally-hoo purposes. For example in 1919 Patterson put the Gollmar Bros. steam calliope on the Patterson and Kline Carnival.

In 1922 when Patterson returned to the circus field this air calliope went on his Patterson's Big 4 Ring Wild Animal Circus, and in 1923-24-25 was on the Gentry Bros.-James Patterson Circus. After the Gentry-Patterson show was sold to Floyd and Howard King in

the winter of 1925-26 they used it on their 15 car show for the 1926 through 1929 seasons. In 1926 and 1927 the King's 15 car show was called Walter L. Main Circus, and in 1928 and 1929 it was titled Gentry Bros. Circus. Gentry Bros. went broke in Paris, Tenn., October 22, 1929. The property was moved to Nashville and soon was taken over by the Donaldson Lithographing Co. of Cincinnati who held a mortgage on it. The show with exception of a few cars which were the property of the Warren Tank Car Co. was sent to the old Hagenbeck-Wallace quarters in West Baden, Indiana. Complete disposition of the Gentry Bros. equipment from West Baden has long been a mystery to me. Andrew Donaldson donated the steam calliope to the Ford-Edison Museum in Dearborn, Michigan where it remains to this day, and the Billboard reported that some equipment was sold to the Smith Carnival in 1930, and other equipment was sold to Andrew Downie, owner of the motorized Downie Bros. Circus. One Billboard notice did say the Downie Bros. got an air calliope, but this is believed to have been just the instrument as Downie Bros. at the time was using a very fancy decorated air calliope truck, and would have had no need for a railroad show wagon equipped with steel tired sunburst wheels etc. My guess is that the wagon was either destroyed or just finally rotted away at West Baden. If any fans can produce any data on the detailed disposition of the Gentry equipment, or should they have any photos taken of the Gentry property at West Baden please advise. We'd very much like to print the data and if we could borrow any photos would like to have them printed in this column at a later time. The photos of course would be returned in good condition.

Recently in this column it was mentioned that in recent years carvings off the old Al G. Barnes elephant tableau and the Barnes Cornelia tableau had turned up but that I had no knowledge of any carvings off the old Barnes No. 180 tableau still being in existence. Well, since then, I have been pleasantly informed that several carvings off this wagon are indeed in existence and all in good hands at present. C. P. Fox, CHS vice president, has the carvings of a horseman, which from the costume Fox says is evidently an Arab. Chet Slusser of Porterfield, Calif. well known model builder and fan in that area has a couple of cat carvings, and Gordon Borders, CHS member in Los Angeles has a carving of a dragon.



P. M. McClintock Collection

Photo No. 4—Air Calliope on Walter L. Main Circus about 1926.

The Greatest Show On Earth... Miniature Size

By Lynn Turner, JOSN

"Peanuts, Popcorn, Crackerjacks" . . . is a familiar cry heard by circus lovers, both young and old, all over the world.

In this world of sawdust, spangles and the spectacular, a Navy third class yeo-



Official U. S. Navy Photo

IN THE NAVY, one finds yeoman third class, Jim Parker behind his desk at the 14th Naval District Passenger Transportation Office. As a yeoman in the administrative section of the office, Jim's job is mostly clerical, consisting of submitting monthly reports and typing correspondence and messages.

man, stationed at Pearl Harbor, was inspired to create a miniature "world" of his own.

James M. Parker, who is attached to the 14th Naval District Passenger Transportation Office, has a unique hobby . . . constructing a model circus. "As far as I know, there are just two model circus builders that have model mud (truck) shows, myself, and someone in Salisbury, Maryland. Other model circus enthusiasts try to recapture the wagon shows of days gone by."

Though he only started building his circus in March, 1959, Jim's love for the circus goes back to when he was a boy. Whenever a circus was in town, young Parker was always on hand, and this has continued through the years. In 1957, with "sawdust in his blood," he became a member of the Circus Fans Association of America.

Being in the Navy has been a tremendous help to Jim in his collection of miniature animals and figures. He started this collection when he was in Japan two years ago and now has model animals from all over the world.

The animals he uses must be just right in every detail, and in his vast menagerie he has camels made in Australia, a rhinoceros from Great Bri-

tain and several of his horses have come from Germany. Jim now has a total of 69 members of the horse family ranging from draft horses to baby burros.

The majority of his figures have come from ordinary model railroad sets, but to look at his nearly completed side show, you would never know this. At present, the attractions under this tent consist of four midgets, a bearded lady, a fire eater, and a tattooed lady, all of which normally would have been ordinary citizens in a model railroad set, but somehow have found their way into the Congress of Freaks.

Jim also makes his own flat bed semi trucks and wagons, using model trucks and wagons as a base. He then builds



Official U. S. Navy Photo

"GEE!! LOOK AT ALL THOSE PRETTY FLOATS," expresses "clown" Jim. Watching the "spec" go by are Cary Jansson, 2 1/2 (left) and his sister Carol, 3 1/2.

the body of balsa wood, working in parts from former model circus wagons. The finished product then joins quite a variety of circus vehicles, ranging from an automatic stake driver to a dining department semi, sometimes called the "cookhouse."

The circus tents, however, are ready built and come from New York, admits Jim, taking no credit for making them.

Due to limited space, Jim has been unable to set up his show in its entirety. He works on various units at a time, and at present is completing his side show tent.

Since the start of his unusual hobby, Jim has joined the Circus Historical Society. In the near future he hopes to become a life member of the Circus World Museum.

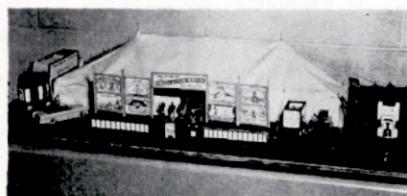
Jim's hobby takes up most of his spare time, but the sawdust is too strong in his blood to stop at model building. He has also started a collection of circus photographs and music, which he has to order from the mainland, and is now on the verge of beginning a collection of circus lithographs, or to the layman, circus posters.

One would think with his model circus and three new hobbies, Jim would be pretty busy, but he still finds time for one more circus love. Jim occasionally "clowns around" donning the familiar white face and red smile of a character loved by "children of all ages," the Clown.

A question may come to mind. What is Jim's purpose in all of this? He loves the circus, its atmosphere, and its way of life. He is trying to prove that the circus is not a dying institute.

As a matter of fact, Jim points out, according to "Billboard," an entertainment world magazine, there are about 330 circuses touring nations around the world. Billboard divides them like this: Great Britain 46; Germany 35; Scandinavian countries 34; France 20; Spain Portugal and Italy 17; a total of 33 in Switzerland, Belgium, Holland, Austria, and Ireland; Russia says she has 54, and her satellite countries 9; Israel 1; South Africa 5; Cuba 3; Australia 10; India 4; Japan 15; Mexico 12, and more than 30 in the United States.

Through all his work and enthusiasm, Jim has found many friends under the "big top." Friends in such shows as Ringling Brothers, Rudy Brothers, Al G. Kelly and Miller Brothers, Polack Brothers and Gil Gray.



Official U. S. Navy Photo

"COME GET YOUR TICKETS TO SEE THE CONGRESS OF FREAKS," shouts the Barker. The side show of any circus is one of the main attractions, and so it is in Jim Parker's "miniature circus."

When Jim completes his military career, he hopes to join the circus as a press agent, or in some other phase of office work.

In doing this, he will be joining the people and life he loves most . . . thus, adding one more to the thousands who try to bring a fairyland to life, using the international language of laughter as a basis for goodwill and happiness for people everywhere.

ELECTION RESULTS

I hereby certify that the following are the results of the Election of Officers of the Circus Historical Society, and of the balloting For, and Against selection of a Circus of the Year.

PRESIDENT

Fred D. Pfening, Jr. - *265 votes. Elect.

VICE PRESIDENT

Charles P. Fox ----- 227 votes. Elect.
Ollie E. Miller ----- 61 votes.

SECRETARY-TREASURER

Robert C. King ----- 270 votes. Elect.
Baker W. Young ----- 19 votes.

*Twenty-five write-in votes were recorded for office of President, as follows: Bette Leonard 9, Richard Conover 2, Charles Fox, Charles Duble, M. G. Gorrow, Eric Wilson, Art Gunther, Pete Pepke, Julian Jiminez, Orlo Rahn, Paul Van Pool, Lyman Sheldon, Frank Higgins, Joe Bradbury, Sverre Braathen, and John Arter one vote each. There were four Blank Ballots.

Results of the vote for and against a Circus of the Year follow—

For Circus -----	157 votes.
Against -----	100 votes.
No Vote -----	37 votes.

Circuses voted for, in the first category included—

Clyde Beatty -----	32
Mills Bros. -----	25
Cristiani -----	19
Kelly Miller -----	8
Hunt Bros. -----	8
Ringling -----	7
Carson Barnes -----	7
Adams Bros. -----	2
Gil Gray -----	2
Pollack -----	2
King Bros. -----	2
Beers Barnes -----	2
Hagen -----	1
Hamid Morton -----	1

A total of 294 Ballots were received from the United States, Canada, Germany, and several ships at sea. I believe this is the greatest number of members to vote in any CHS Election, and it seems to speak well for the recently outlined Election Procedure provided for, in our Constitution.

Very Truly,

DON F. SMITH,
Election Commissioner

If anyone knows of the present whereabouts of the Cinderella Float (original Barnum & London 1886) that was in recent years the property of the late Terrell Jacobs, please notify Dick Conover, 927 Oakland Ave., Xenia, Ohio. He is preparing an article about pony floats and would like to know the present whereabouts of this one.

SELLS BROS. By Bob Parkinson

SELLS BROS. was used alone. This is established by an ad in my collection.

Dick Conover's records confirm their use of the EUROPEAN ZOOLOGICAL ASSN. title in 1874 and 1875. Newspaper advertising now confirms use of the same title in 1876 and 1877 as well.

In 1880, Sells Bros. came to Kewanee, Illinois on the heels of Burr Robbins and Van Amburgh. This impressive full page advertisement was obviously intended to overcome their disadvantage of being third in.

Charlie Puck's Oldtime Snapshots



Al G. Barnes Ticket Wagon, March 30, 1935



Ringling Barnum air condition unit. Taken Sept. 16, 1941. This was one of eight units.

We will simply state that the performance was all that was advertised.

Director (H.H. Daily Broad) "date, April 20, 1880.

FORMIDABLE FACTS TO BET ON!

SELLS BROTHERS'

MILLIONAIRE CONFEDERATION OF STUPENDOUS RAIL ROAD SHOWS.

WILL POSITIVELY EXHIBIT AT

THE CIRCUS,
Saturday, July 31. 1880

2000 T.A.

IT IS A \$2,000,000 FACT!

It is the one Grandest, Greatest, Costliest, Most Complete, Most Moral and Infinitely the BEST Wild Beast, Arctic, Oceanic, and Savage Life Illustrating Canvas Collection of this age of Gigantic Corporations.

IT IS A \$200,000 FACT, It actually possesses and presents each day in parade,

The Mightiest Herd of ELEPHANTS ever exported from Asia and Africa combined.

IT IS A \$57,000 FACT

It has just imported from the Nubian White Nile, and exhibits in an

ark, as well as house in the Arens of each performance,

THE ONLY STUPENDOUS

Male Hippopotamus,

AND THE ONLY

FULL-GROWN FEMALE HIPPOPOTAMUS.

These Blood Breathing Biblical Behemoths being

THE ONLY PAIR OF LIVING HIPPOPOTAMUS

ever placed on exhibition, and an African Zoological wonder without counterpart and which no

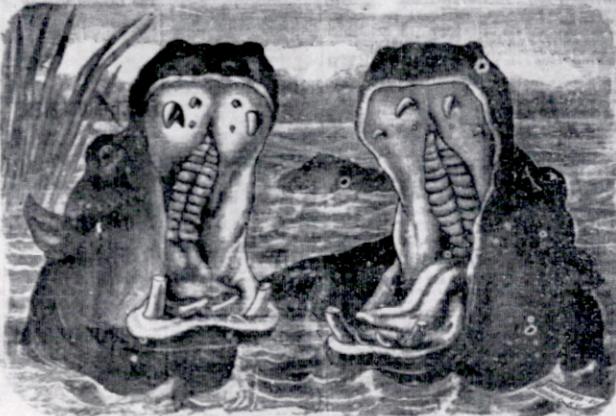
one can now duplicate, at any price.

IT IS A \$1000 PER WEEK FACT

IT HAS BECOME THE HERD BARBERSHOP OF ALL TIME, THE

Great & only JAMES ROBINSON,

Who rides each day at 2 and 8 P. M.



IT IS A \$50,000 FACT

It has five times the largest Marine Aquarium ever moved; containing Twenty Huge Living Sea Lions, Polar Elephants, Amphibious Leopards and Siberian Seals. Many more than all other shows combined have ever possessed, and each day consuming 1,000 pounds of fish.

IT IS A \$22,000 FACT

IT ALONE EXHIBITS

The only Gigantic Living, two horned Hairy Asiatic Rhinoceros.

IT IS A \$500,000 FACT

Its Colossal Quintuple Consolidation Constitutes the most Stupendous World's Fair of Rares Animals that any Management has ever owned.

IT IS AN \$18,000 FACT

For the first time it now introduces to an amazed people

The only Herd of Six Performing Colorado Cattle,

Whose simultaneous and incredible feats dwarf to insignificance the common tricks of all so called "Trained Stallions."

IT IS A \$200 PER DAY FACT

It brings for the first time before the civilized world A TRIBE OF GENUINE UTE CHIEFS AND BRAVES, A Separate Stupendous Electric-Lighted Classic Circus

Who present themselves in each performance, in a Most Thrilling and Powerfully Realistic Equatorial Drama of Border Warfare.

IT IS A \$25,000 FACT.

WILLIS COBB'S MINIATURE CIRCUS, GENUINE KING SARBO'S ROYAL JAPANESE CIRCUS

In the only entertainment of the kind in existence, and an infinite source of the most agreeable delight to both old and young.

IT IS A \$60,000 FACT. Its Educated Animals, (not including its monster herd of performing Elephants,) are of greater number, variety and value, and more wonderfully educated, than all those of any six other shows.

IT IS A \$300,000 FACT. And each morning, at from 4 to 10 o'clock, free to rich and poor alike.

The Golden Protection of the Four Millionaire Managers, and Midas March of Mighty Mastodons. Behold in this the Colossal, Sensitive Aquatic Car and the Suspended Dens of the Hippopotamus, the largest and costliest vehicles ever made or moved, and

the only one of its kind in the world.

IT IS A \$10 PERIODICAL FACT. For girls and all to profit by, the THIS ALL-OVERSHADOWING ALLIANCE OF DISTINCT, DIVERSE AND NOVEL

EXHIBITIONS, combine more wealth, more interest and more time than any twenty-eight-class Management and Circuses ever exhibited.

THE RING, and in all of which A SINGLE TICKET FOR FULL PRICE ADMITS CHILDREN 9 years, Half Price 11,000 Reserved Seating

Combined Open Stage, 25 cents extra. Two Exhibitions Each Day, Afternoon and Evening, Museum and Menagerie Daily.

Will Also Exhibit at PRINCETON, Monday, Aug. 2.

IT IS A \$100,000 FACT.

It is a real Railroad Show, with Ponderous Special Trains of its own & built for it.

IT IS A \$50,000 FACT.

THAT THE GREAT PERFECTED ELECTRIC LIGHT AND MOTOR

is alone employed to flood no greater yard of canvas with sun-eclipsing,

sun-borne splendor.

IT IS A \$100,000 FACT.

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IT IS A \$100,000 FACT.

IT IS A \$50,000 FACT.

IT IS A \$100,000 FACT.

IT IS A \$50,000 FACT.

Best Wishes for 1960

from

Sauk County Circus Band

and

Local No. 327
American Federation of
Musicians



"Come and see us again, C.H.S.
We like you!"

**SEASON'S
GREETINGS**

To All Fans
and Circus Folks
Everywhere

**RAYMOND G.
"WHITEY" WHITE**
Richmond, Indiana

Merry Christmas

and a

Happy New Year

to

**Circus Folks and Fans
Everywhere**

CHARLES B. KISTLER

**Sincere Best Wishes
for Christmas
and the
New Year**



DON and MARTHA SMITH
18612 Dale Ave.
DETROIT 19, MICHIGAN

The Wintermute Bros. Circus

By C. P. Fox

In the spring of 1884 the Wintermute Bros. New Colossal Shows left Hebron, Wisconsin winterquarters for their first season's tour. This colossal circus consisted of the three brothers and one wagon.

Thru the subsequent years it gradually grew into a 15 wagon show plus two advance wagons. This was in 1902. In 1917, after a life of 33 years, the show folded.

Harry Wintermute was a magician and ventriloquist. Brother Thomas was an acrobat and juggler while Brother Halsey handled the advance. Halsey Wintermute is still living on the homestead farm which served as winterquarters. For a man of 93 he has a clear mind

and an interesting memory of his show days.

In talking to this showman he recalled many facts and incidents. However, after all these years, he was never quite sure of what season an incident took place. In spite of this shortcoming the story of this tiny circus is worth recording.

Halsey Wintermute said that at most they had 30 to 35 horses and 8 or 10 ponies. The largest tent they ever had was an 80 foot round top with two 30's. One winter they made their own tent by working 10 hours a day for three solid months. This gigantic effort, he commented, was done in the living room in which we were talking.

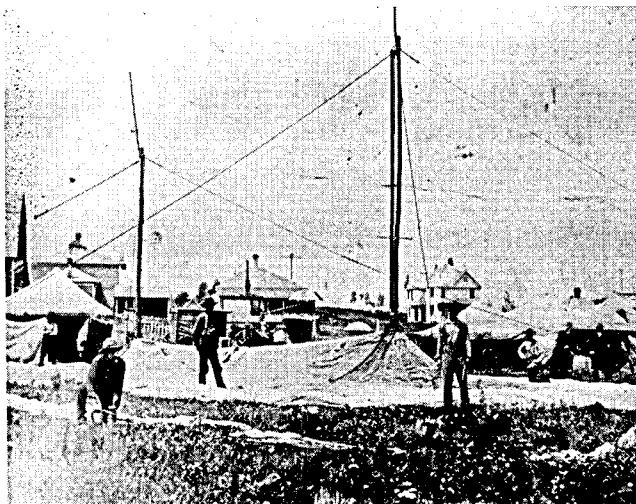
Courtesy State Historical Society, Wisconsin

From this photo it can be determined that the Wintermute Bros. Circus sported a trapeze act, a canvas ring curb, seven seat high bleachers.

The circus usually carried 20 performers and 10 workmen. For a period of four years they had an elephant which they rented from Popcorn George Hall Circus in nearby Evansville, Wisconsin.

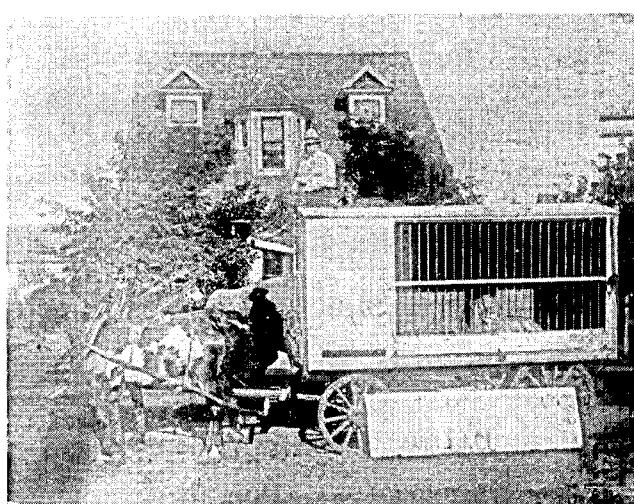
The bull, of course, walked from town to town. By late summer they were forced to put canvas boots on the elephant as her feet were getting tender from the gravel roads.

The show bought a camel one year and took it out on tour. After only a month on the road they were forced to sell it to a farmer in Iowa. The reason for the sale was the fact that the camel frightened practically every team of horses the show caravan met on the road.



Courtesy State Historical Society, Wisconsin

Note tiny wagons in background. This photo was taken in South Shore, South Dakota, July 4, 1906.



Courtesy State Historical Society, Wisconsin

Halsey Wintermute said "Wallace" was the name of the lion. Note the simple box-like construction of the cage.



Hitch your team to a circus wagon,
Full of gold and tinsel and such,
Bringing Christmas Greetings—
and no braggin',
From Charles and Harold Gorsuch.



Snapping photos of a pretty girl
Seems to keep my head in a whirl—
I settle down—
And miss the clown—
Back on my feet—my thought is clear—
Merry Christmas and a Happy New Year.

FLOYD GETTINGER
UNION CITY, INDIANA

CHRISTMAS CHEER
COMES ONCE A YEAR
I WISH YOU CHEER
THRU ALL THE YEAR



LLOYD BENDER



CHRISTMAS TIME
IS FULL OF SPARKLE
HERE'S GREETING FINE
FROM RAY MARKLE



The runaways were expensive and kept their fixer busy.

This was always a 25¢ show. For a number of seasons they had a marionette show in their annex.

The title changed as did the titles of most circuses in those days although their Wintermute name was always in it. At one time the title was "Wintermute Bros. and the Great Melbourn Shows."

In 1910 the circus was called "Wintermute Bros. and Halls Big United Shows."

Around 1890 these boys called their circus "5 Big United Shows—Congress Of Educated animals and Museum of Living Wonders—Triple Arena, Wild Beast Bazar and Free Street Carnival." In this courier they advertised a horse fair. They said that no pictorial lies disgraced their billboards. In another spot they claimed

theirs was the mastodon show of the universe. The courier said that they were the largest and best wagon show in the whole wide world.

Halsey Wintermute said he usually posted about 50 lithos in each of the big show towns and 10 to 15 in the villages.

Zella Wintermute, the boys' sister, married Popcorn George Hall's grandson, Frank.

Mr. and Mrs. Sverre Braathen entertained thirty circus friends at their circus room on October 24th. They have also visited recently with Mr. and Mrs. George Holland. Mrs. Holland is the former Rose Dockril, and they were great riders with Ringling Bros., Norris and Rowe, John Robinson, Hagenbeck Wallace and other circuses.

"LAST OF THE FORTY HORSE DRIVERS"

By Jake Posey

This book has proven to be quite popular, and we have sold several copies. It will make a nice addition to your library, so if you have not ordered one, why not do so now?

If you order it from CHS, we get a commission on each book, and this helps build up the treasury, and thus enables us to make the Bandwagon bigger and better.

Send check for \$2.95, to the Circus Historical Society, P. O. Box 235, Richmond, Indiana.

FLASH

Mills Bros. Circus has bought a "Cat" act. It is reported that Ky will work it.



Courtesy State Historical Society, Wisconsin

A herald, issued by the Wintermute Brothers Circus circa 1895 to publicize a performance.
From the Society's Iconographic Collections of circus memorabilia.

SEASON'S GREETINGS

To my many friends
among the performers
and fans
everywhere.

PEARL MAGDEN
Elgin, Illinois

SEASON'S GREETINGS

from
THE FAMOUS
GEO. W. COLE
CIRCUS

*It's Circus Time . . .
 . . . Rain or Shine*



*Merry Christmas and a
Happy New Year*

WALTER B. FOX

*Christmas Greetings
and
A Happy New Year*

TO ALL
OUR FRIENDS

F. C. FISHER and SON
Box 162
PERU, INDIANA

Bill Woodcock's Circus Album



Geo. Jennier, Jr. and Fillipino Joe, performers with Cook and Barrett Shows—either 1905 or 1906. Ten car show, formerly Harris Nickel Plate Shows. Equipment leased from Wm. P. Hall, Lancaster, Mo., by Schiller Bros.

Want 8mm Movies

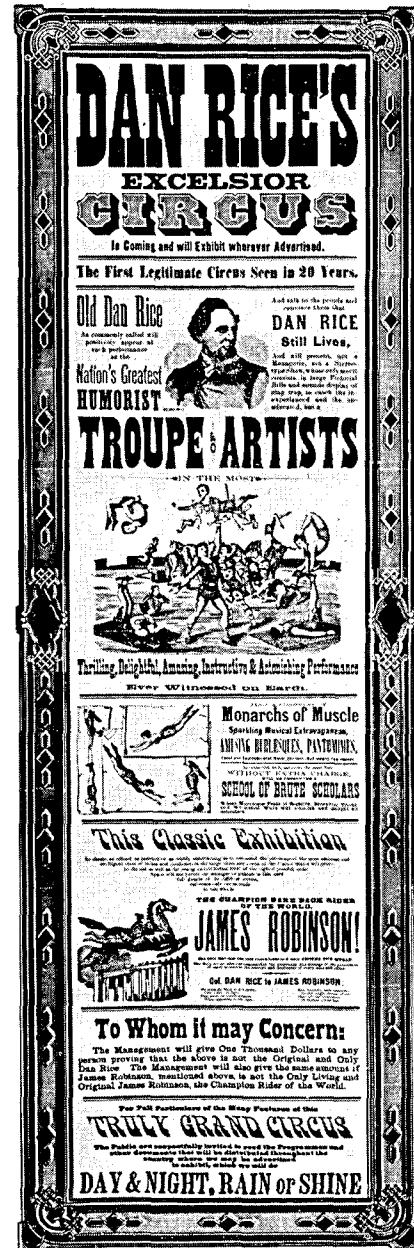
Want to buy or trade for 8mm movies, color or black and white, of circus or carnival trains enroute, unloading, parade, wagons or lot scenes or winter quarters.

Have 1936 Al G. Barnes, Ringling-Barnum and Cole Bros. pictures of train and horse drawn wagons.

J. McRoberts

908 Madison

Topeka, Kansas



DAN RICE

Dan Rice, is acknowledged as the greatest American clown of all times.

In the year 1879, he probably did not own the circus that carried his name but only worked for the owners. He sold or leased his title many times—in fact in 1865 and 1866 Adam Forepaugh owned the circus.

William Temple of Des Moines, Iowa tells us of a circus talk that is available, "The Circus—A Grand American Institution" (illustrated with model circus and other circus material) is listed as an available talk by the Speakers Bureau of Rutgers, the State University, 145 College Ave., New Brunswick, N. J.



We never forget
And that you can bet.

*Merry Christmas
to you all and lots of
New Year Cheer*

MIDGE and OLLIE MILLER
PERU, INDIANA

*May the joy of Christmas
be with you
all through the
New Year*



KATHRYN and
JOHN C. ARTER

SEASON'S GREETINGS

To All
Circus Personnel and
All C.H.S. Members
Everywhere

FLOYD L. MCCLINTOCK

P.S. Sorry, no cards this year.

Hagenbeck-Wallace Circus SNAPSHOTS

Personnel, Parade, Cars, Etc.

These snaps taken when
Ed. Ballard had
the show.

Send 10c for List

EDWARD E. HOLLIS

107 West Mulberry
SALEM, INDIANA

RINGLING-BARNUM TRAIN

(Continued from Page 5)

113	8 Cookhouse canvas & pole wagon ----- 20' 103 Water wagon ----- 11'8" 106 Stake driver ----- 12' 4 Cookhouse baggage wagon, dishes, etc. ----- 18'
114	3 Cookhouse baggage wagon, ranges, etc. ----- 16' 1 Cookhouse water wagon - 15' 132 Mack tractor ----- 14 Menagerie canvas wagon 21'
115	15 Menagerie pole wagon (poles 42' long) ----- 30' 104 Water wagon ----- 11' 13 Menagerie stake & chain wagon ----- 16'
101	Cage Cut. 69 Cage wagon, hyenas --- 16' 71 Cage wagon, tigers ----- 15' 67 Tableau cage wagon, nilgai ----- 14' 88 Hippo cage wagon ----- 20'
102	87 Tableau cage wagon, gens-buck & brindle gnu --- 14' — Dragon Spec float ----- 83 Tableau cage wagon, kangaroo ----- 14' 85 Tableau cage wagon, tapir 14' 76 Tableau cage wagon, stork & crane ----- 14'
103	97 Giraffe wagon ----- 16' 96 Giraffe wagon ----- 16' 92 Giraffe wagon ----- 16' 89 Cage wagon, monkeys -- 15'
104	79 Cage wagon, chimpanzee & orangutang ----- 18' 73 Cage wagon, tigers ----- 16' 80 Cage wagon, puma & black leopards ----- 14' 84 Cage wagon, brown bear 18'
105	121 Yellow ticket wagon ----- 18' 78 Cage wagon, rhinoceros - 16' 74 Cage wagon, rhinoceros - 16' 70 Cage wagon, tigers ----- 16'
106	86 Giraffe wagon ----- 16' 77 Cage wagon, macaws --- 15' 81 Cage wagon, deer ----- 14'4" 152 Baggage wagon for Spec floats ----- 20'
107	109 Menagerie trapping wagon ----- 16' 117 Elephant trapping wagon 16' 82 Cage wagon, lions ----- 15' 47 Ring stock trapping wagon ----- 16'
108	90 Tableau cage wagon, Reedsbuck & audad --- 14' 91 Tableau cage wagon, porcupines ----- 14' 95 Cage wagon, leopards -- 14' 53 Prop wagon ----- 22' Coaches No. 70 Connecticut, No. 71 Indiana, No. 72 Minnesota, No. 73 Michigan.

	Second Section
	Stock Cars No. 13, 14, 15, 16, 17
	Baggage Stock.
	Flat Cars.
116	119 Sideshow panel front wagon ----- 20' 120 Sideshow panel front wagon ----- 20' 115 Sideshow panel front wagon --- 18'
117	36 Performers rigging wagon 15' 123 Red ticket wagon ----- 18' — Mack sideshow bus --- 135 Mack tractor -----
118	114 Light dept. wagon ----- 16' 64 Wardrobe dept. wagon -- 16' 116 Sideshow panel front wagon ----- 18' 200 Baggage wagon for auto. 18'
119	202 Midway lunch stand wagon ----- 18' 111 Midway & menagerie light plant wagon ----- 16' 40 Big top side pole & rigging wagon ----- 17'3" 133 Mack tractor -----
120	57 Prop wagon ----- 22' 37 Big top canvas wagon -- 21' 42 Big top canvas wagon -- 21'
121	39 Big top stake & chain wagon ----- 16' 141 Baggage wagon for auto. 19' 137 Mack tractor ----- 129 Mack tractor -----
122	58 Prop wagon ----- 26' 49 Ring stock canvas & pole wagon ----- 20'6" 125 Prop wagon ----- 16'

123	50 Backyard stake & chain wagon ----- 16' 30 Carpenter shop & ring curb wagon ----- 15' 38 Big top stake & chain wagon ----- 16' 112 Big top light plant wagon ----- 16'
124	113 Light dept. wagon ----- 16' 110 Backyard light plant wagon ----- 16' 45 Big top red quarter pole wagon (poles 33'6" long) 32'
125	44 Big top blue quarter pole wagon (poles 41' long) 35' 134 Mack tractor -----
126	43 Big top center pole wagon (poles 55' long) ----- 40' 220 Train light plant wagon 12' Coaches No. 74 Illinois, No. 75 Florida, No. 76 Wisconsin, No. 77 Nebraska, No. 78 Maryland, No. 79 Alabama.
	Third Section
	Stock Cars No. 18, 19, 20 Baggage Stock. No. 32, 33 Supplies & extras. Flat Cars.
140	101 Wardrobe dept. wagon -- 18' 63 Wardrobe dept. wagon -- 16' — Spec float ----- 94 Cage wagon, sea lions -- 16'
139	201 Concession dept. wagon 18' → 61 Prop wagon ----- 17' 23 Bibleback wagon ----- 14' 93 Cage wagon, sea lions -- 16'
138	41 Prop wagon ----- 17' — Ford ----- 24 Bibleback wagon ----- 14' 20 Long side grandstand chair wagon ----- 19'

RICHARD E. CONOVER

ANNOUNCES THE PUBLICATION OF HIS THIRD SPECIALIZED PAMPHLET ON CIRCUS HISTORY

THE GREAT FOREPAUGH SHOW

America's Largest Circus from 1864 to 1894

continuing the same standard, format, and price set by:

THE TELESCOPING TABLEAUS (1956)
THE AFFAIRS OF JAMES A. BAILEY (1957)

One Dollar, postpaid

927 Oakland Dr., Xenia, Ohio



TO MY PEOPLE:

Friendly words make Christmas.

Friendly hands and smiles.

Friendly thoughts and wishes

Winging o'er the miles.

Friendly hearts make Christmas,

Neighborly and true.

Christmas is the happiness of

Having friends like you.

BETTE LEONARD



OUT OF PRINT CIRCUS BOOKS

ADULT AND FACTUAL NEW AND COMPLETE WITH DUST COVERS

Ideal Xmas Gifts

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CAT MAN—Strange and brilliant factual, *fictional* novel of circus roustabouts and the rawer side of the circus by Edw. Hoagland for adult readers only. The \$3.75 Riverside 1955 Edition ----- \$2.00 Postpaid.

CENTER RING—The People of the Circus. 250 pages of fine print facts on the Ringlings, Evans, Butler, Concellos, Codona, Leitzel, etc. by Robt. Lewis Taylor. The \$3.50 Doubleday 1956 Edition ----- \$3.00 Postpaid.

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LIONS, TIGERS AND ME—317 pages of small print facts, 32 photos, on the greatest jungle animal circus acts in the world by Roman Proske, world's foremost animal trainer. The \$3.75 Holt 1956 Edition ----- \$3.00 Postpaid.

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BETTY SCHMID

622 La Marido Street

Pittsburgh 26, Penna

137	
65	Wardrobe department
	trunk wagon ----- 17'
—	Ford Taxi -----
—	Zacchinis Cannon truck -----
122	White ticket wagon ----- 18'
136	
25	Bibleback wagon ----- 14'
—	Spec float -----
35	Extra red seat wagon --- 15'
99	Dog wagon (with baggage section at rear) ----- 18'
135	
51	Trunk wagon ----- 19'
17	Blue seat plank wagon -- 13'6"
16	Blue seat plank wagon -- 13'6"
142	Short side grandstand chair wagon ----- 21'
134	
56	Wild west wardrobe & prop wagon ----- 16'
27	Bibleback wagon ----- 14'
26	Bibleback wagon ----- 14'
54	Stage wagon ----- 21'
133	
118	Band top & wardrobe wagon ----- 16'
55	Prop wagon ----- 18'
48	Ring stock trapping wagon ----- 16'
59	Trunk wagon, Bradna's wagon ----- 18'8"

132	
21	Bibleback wagon ----- 14'
52	Trunk & prop wagon --- 14'
22	Bibleback wagon ----- 14'
143	Short side grandstand chair wagon ----- 21'
131	
34	Grandstand seat stringer wagon (stringers 38') -- 32'6"
19	Long side grandstand chair wagon ----- 19'
130	
153	Ring curb & stage sill wagon ----- 20'
29	Seat jack wagon (1/2 blues & 1/2 long side) ----- 20'
28	Seat jack wagon (1/2 blues & 1/2 long side) ----- 20'
129	
33	Blue seat stringer wagon (stringers 35' long) --- 30'
32	Blue seat stringer wagon (stringers 35' long) --- 30'
128	
18	Long side grandstand chair wagon ----- 19'
100	Amplifier wagon ----- 12'
66	Wardrobe dept. wagon -- 18'
60	Trunk wagon ----- 18'8"
127	
31	Grandstand seat stringer wagon (stringers 38') -- 32'6"
139	Seat jack wagon, shortside grandstand ----- 20'

Coaches No. 94 Atlanta, No. 95 New Orleans, No. 96 Portland, No. 97 Pittsburgh.

Fourth Section

Stock Cars No. 21, 22, 23, 24, 25
Ring Stock. No. 26, 27 Menagerie Lead Stock. No. 28, 29, 30 Elephants.

Coaches No. 81 Louisville, No. 82 Des Moines, No. 83 St. Louis, No. 84 Cleveland, No. 85 New York, No. 86 Worcester, No. 88 Los Angeles, No. 89 Seattle, No. 90 Washington, No. 91 San Antonio, No. 100 Jomar (private car).

Summary

	Stock Cars	Flat Cars	Coaches	Totals
Advance	—	—	2	2
1st Section	3	15	4	22
2nd Section	5	11	6	22
3rd Section	5	14	4	23
4th Section	10	—	11	21
Totals	23	40	27	90

A total of 145 pieces loaded on 40 flat cars for an average of about 3.6 pieces per flat car.

The lengths given for the wagons are the actual lengths of the bodies, not the space taken up on the flat car.

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- Official Route Season 1959.
- Takes you 12,835 miles through 20 states and Canada.
- Day by day stands.
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CIRCUS HISTORICAL SOCIETY

Founded in 1939

THE BANDWAGON

Vol. 3, No. 6 Nov.-Dec., 1959

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C.H.S. OFFICERS RE-ELECTED

Results of the recent CHS election, show that the three officers were re-elected. Fred D. Pfening, Jr., will continue for two years as President; Charles Philip Fox, will be Vice President; and Robert C. King will continue as Secretary-Treasurer.

President Pfening has re-appointed Agnes W. King to the position of Editor of The Bandwagon.

We were more than pleased by the fact that a very large per cent of the membership voted. In past elections this percentage was very low. Our thanks to all of you for getting in such a big vote. Full report of the election appears elsewhere in this edition of The Bandwagon.

APPRECIATION

The Employees of the J. M. Coe Printing Company, express their appreciation to the Officers and Members of the CHS, for their fine co-operation in preparing the copy and lay-outs for the Bandwagon. This has enabled us to make the Bandwagon the finest small publication that we have ever been associated with.

THE PRESIDENT SPEAKS

It has been a real honor to serve as president of the Circus Historical Society for the last two years. We have made some progress during this period. Many of the things I had hoped would be achieved by the organization have been accomplished. But our future is unlimited. There are many things the CHS can do to further aid the recording of circus history.

We have gone through a transition period that has proved that an organization like ours can do many things. Our increase in membership has brought added funds to the treasury and allowed a more expensive publication. However, I feel that we can go much further in expanding the BANDWAGON. It is our greatest single avenue of serving our members. In coming issues we hope to reproduce a larger number of circiana items. We are exploring the possibility of further use of color in the magazine.

Many members are now contributing to the magazine on a regular basis, we hope that many more will send material that can be shared with the entire membership.

After the first of the year a special issue of the BANDWAGON will be published honoring our Circus of the Year, Al G. Kelley & Miller Bros. We feel sure it will be a welcome addition to your collection.

In the coming two years I will continue to devote a large amount of time to the continued growth of the CHS. I thank each of you for allowing me to serve as your president for another two years.

Fred D. Pfening, Jr.

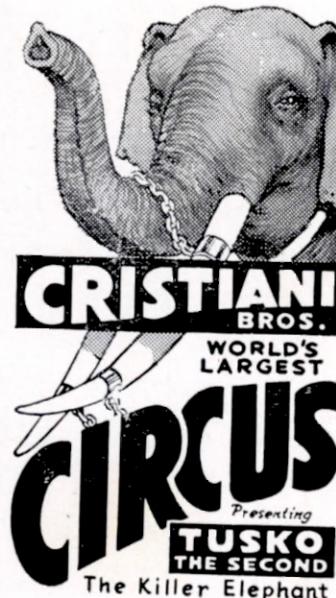
CORRECTION—On page 12 of Volume 3, Number 5, the date in the heading should have read 1890 instead of 1896. Sorry!

What was the exact year that Buffalo Bill and Major Lilly played Coney Island? Tard Northrop recalls being with them around 1904, but is not sure of the exact date. Will you write Tard Northrop at Corbettsville, New York if you know the exact date.

NOW AVAILABLE!

Cristiani Circus 1959 Route Book

\$2.00



Again Edited By
FRED D. PFENING, JR.

Day to Day Log of Each Stand
Complete Roster

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Complete Truck List

Official Routes 1958-1959

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to the
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of the
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Merry Christmas

from

CIRCUS CAPITAL OF THE WORLD

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America's Largest and Most Spectacular
Circus Celebration

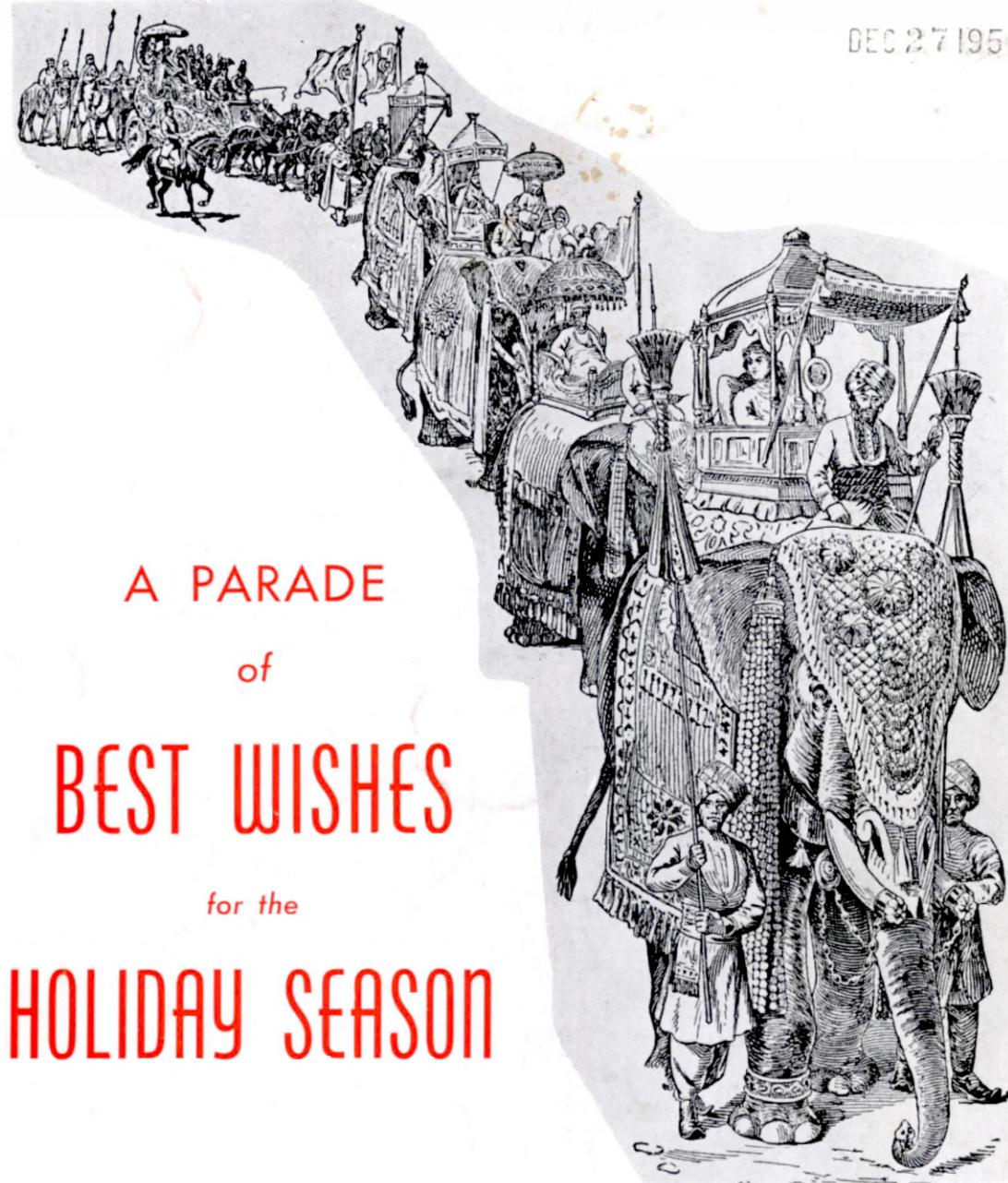
PERU, INDIANA



3rd Annual Circus City Festival

September 15, 16, 17, 1960

DEC 27 1959



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for the
HOLIDAY SEASON

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